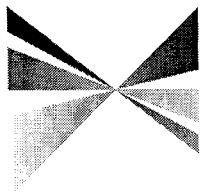


SOUTHERN CALIFORNIA



ASSOCIATION of  
GOVERNMENTS

**Main Office**

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Los Angeles, California

90017-3435

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**Riverside County Transportation Commission:**  
Robin Lowe, Hemet

**Ventura County Transportation Commission:**  
Keith Millhouse, Moorpark

559-5/24/05

## MEETING of the

# MAGLEV TASK FORCE

**Thursday, May 11, 2006**

**11:00 a.m. – 1:00 p.m.**

## SCAG Offices

**818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor**

**Riverside B Conference Room**

**Los Angeles, California 90017**

**213. 236.1800**

## Agenda Enclosed

### NOTE:

**VIDEO CONFERENCE SITE AVAILABLE**

**(To reserve video conferencing, please contact  
Arnold San Miguel at 951-784-1513)**

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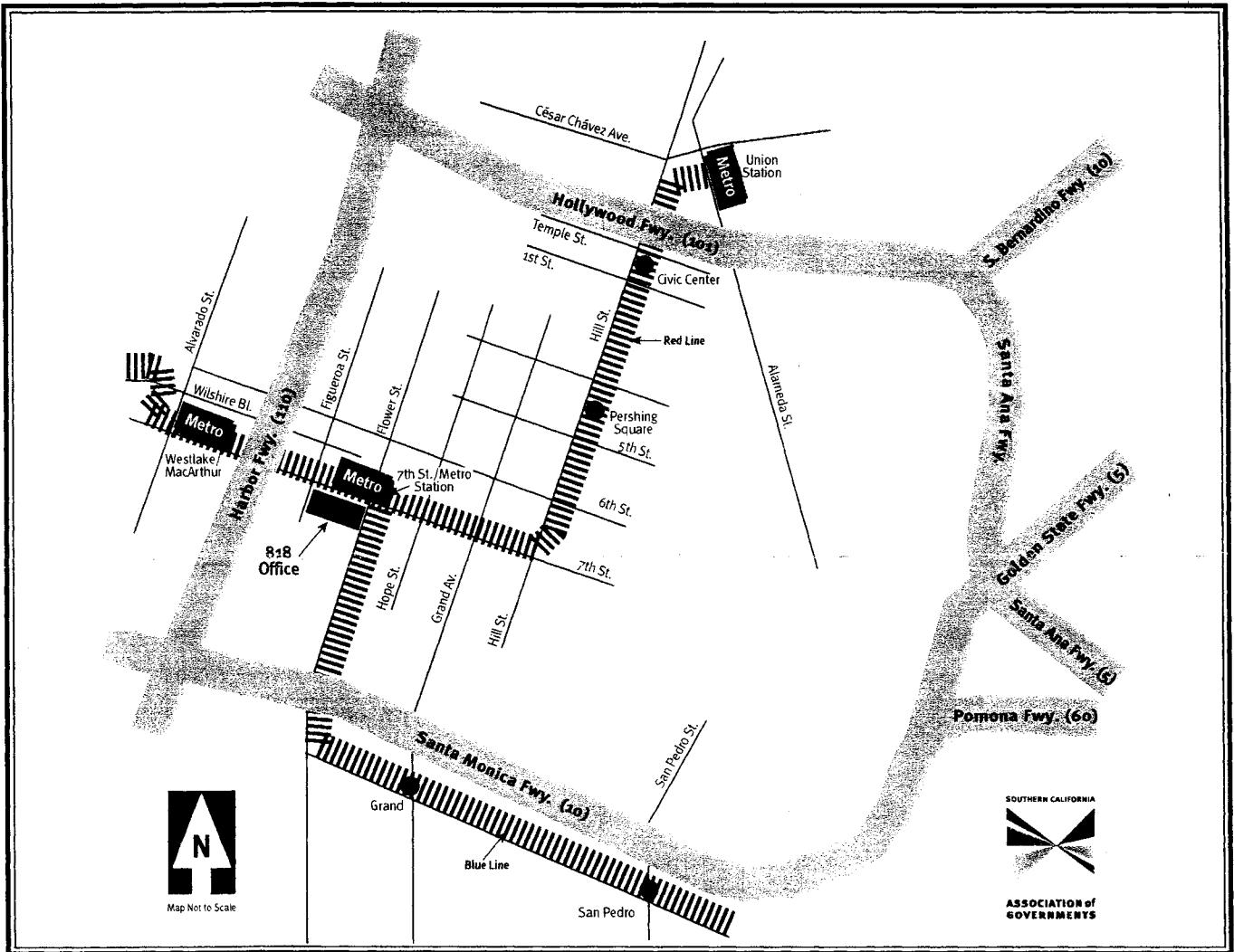
**Riverside, CA 92501**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Pria Hidisyan at 213.236.1953 or [hidisyan@scag.ca.gov](mailto:hidisyan@scag.ca.gov).

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## To Get to the 818 Building

- Harbor Freeway (110) Exit on 6th Street, turn right on Flower.

## By Transit...

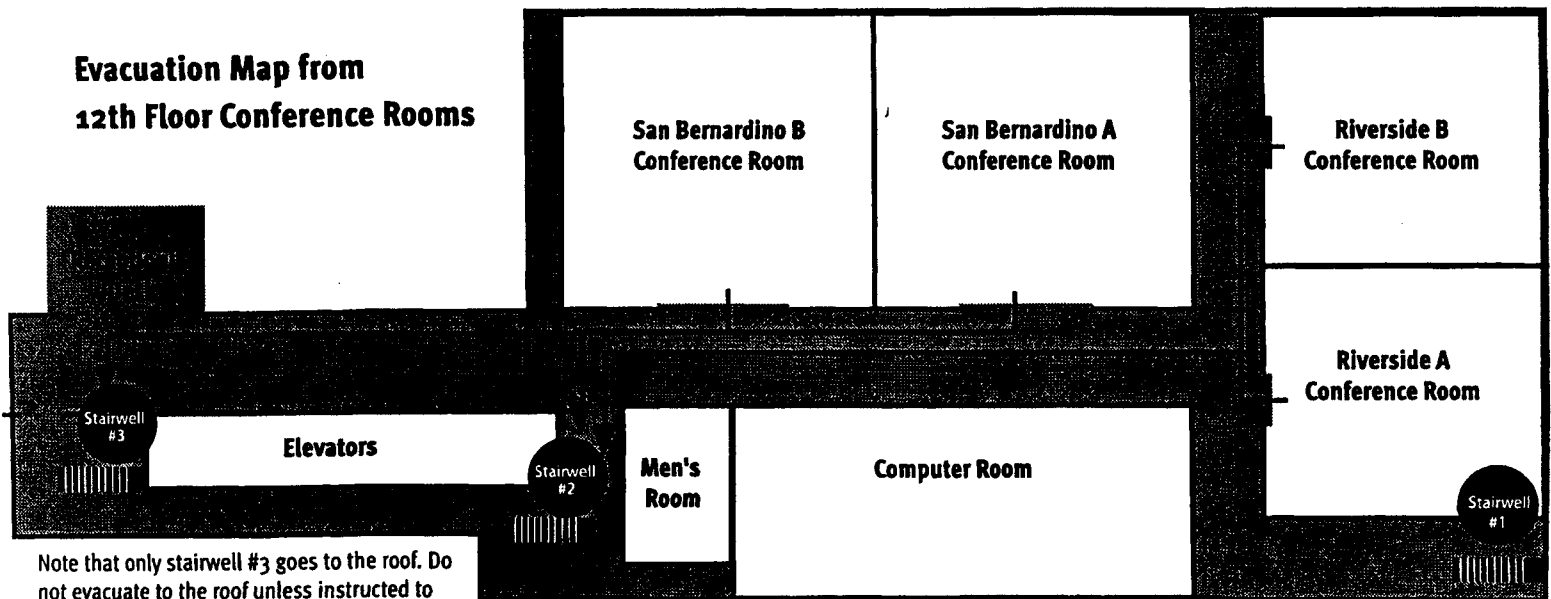
- SCAG is accessible by all Metrolink Service to Union Station. Transfer to the Metro Red Line (free transfer with Metrolink ticket) and get off at 7th and Metro Station. Metro Red Line Service from Hollywood to SCAG is also available.
- SCAG is accessible by the Blue Line. Get off at 7th and Metro Station.
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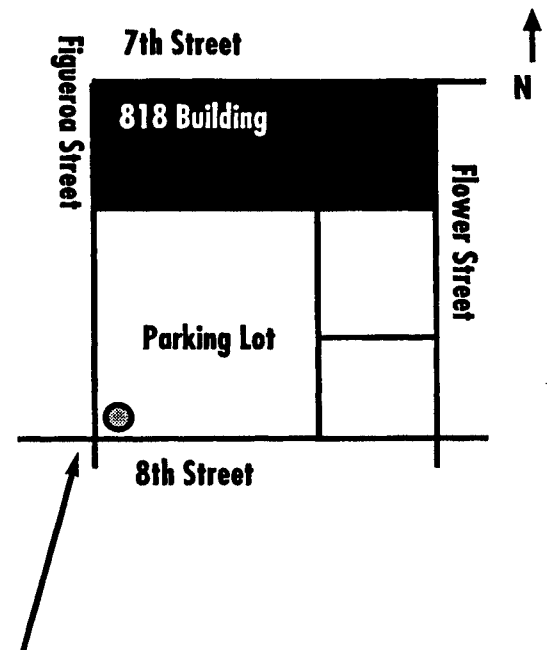
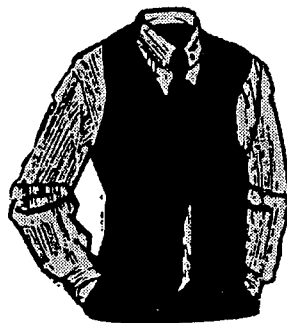
# Emergency Evacuation Procedures:

## Evacuation Map from 12th Floor Conference Rooms



Note that only stairwell #3 goes to the roof. Do not evacuate to the roof unless instructed to by Floor Wardens or Fire Department Personnel.

- 1) SCAG offices will always totally evacuate when an alarm sounds, even if it is thought to be a false alarm.
- 2) The evacuation stairwells are shown above.
- 3) Take the stairs to the ground floor. Upon exiting the building walk to the corner of 8th and Figueroa and meet at the Northeast corner. See dot in the map to the right. Do not leave the area without making contact with a floor warden, who will be wearing an orange vest.
- 4) SCAG safety officers will be wearing an orange vest during an emergency. Please follow their instructions.



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

# MAGLEV TASK FORCE

## AGENDA

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PAGE #

TIME

1. CALL TO ORDER

2. INTRODUCTIONS AND WELCOME      Hon. Robin Lowe, Chair

3. PUBLIC COMMENT PERIOD

Members of the public wishing to speak on an agenda item or not on the agenda, but within the purview of this committee, must notify the Staff and fill out a speaker's card prior to speaking. Comments will be limited to three minutes. The Chair may limit the total time for comments to 20 minutes.

4. CONSENT CALENDAR

4.1. Summary Minutes of the April 13, 2006  
Task Force meeting.

5. ACTION ITEMS

No action items.

6. INFORMATION ITEMS

6.1. Results of Alignment Design      Pria Hidisyan, SCAG

6.2. High-Speed Ground Access      Pria Hidisyan, SCAG  
System Design Kickoff

6.3. High Speed Transit      Zahi Faranesh, SCAG  
Joint Powers Authority (JPA)

6.4. Update on Shanghai Maglev Trip      Zahi Faranesh, SCAG

7. OPEN DISCUSSION

Committee Members  
Provide direction to staff on issues of interest for future discussion.

8. CHAIR'S REPORT

Hon. Robin Lowe,  
Chair

9. NEXT MEETING

Thursday, June 8, 2006

**Summary Minutes**  
**MAGLEV TASK FORCE MEETING**  
Thursday, April 13, 2006

The Maglev Task Force of the Southern California Association of Governments held its meeting at the SCAG offices. The meeting was called to order by the Vice Chair Lou Bone, City of Tustin. There was a quorum.

**1.0 CALL TO ORDER**

Vice Chairman Lou Bone called the meeting to order.

**2.0 INTRODUCTION**

Vice Chairman Lou Bone conducted introductions and welcome of members and audience present at SCAG's Los Angeles and Riverside offices.

**3.0 PUBLIC COMMENT PERIOD**

**3.1 Mr. Don Kornreich, self**

Mr. Kornreich informed the task force that he will be sending out a 1-page introductory letter to all of the nation's Governors and Senators, indicating that he has done analysis and research on Maglev in the SCAG region. The letter states that if they are interested in receiving the 14-page report of the research, that he can send it to them. Mr. Kornreich stated that he plans to send the letter out in May and offered to share it with members of the Task Force.

**4.0 CONSENT CALENDAR**

**4.1** Minutes from the meeting of February 9, 2006 were approved.

**5.0 ACTION ITEMS**

There were no action items

**6.0 INFORMATION ITEMS**

**6.1 Update on IOS Preliminary Engineering**

Mr. David Chow of IBI Group provided a schedule of upcoming milestones and presentations that will be made at the Task Force. Mr. Chow then gave a status update of the Preliminary Engineering work on the Initial Operating Segment (IOS), including the guiding principles of the design approach for both the alignment and the stations.

Mr. Ron Bates inquired what the advantage is to continuing down the 60 freeway and turning sharply at the 710 freeway. Mr. Chow responded that the map in the presentation is schematic and does not show the smooth curves. He stated that the turns are not as sharp on the ground, and the lost time in moving more slowly in that portion can be made up in other parts of the alignment.

Mr. Bates commented on the value of using standard off-the-shelf guideway components, such as the 100-foot segments produced by TRI, as a way of cutting costs. Mr. Chow responded that cost effectiveness is key, and that while developing an elevated guideway is the primary focus, that in some cases tunneling may be necessary to minimize costs.

Mr. Lou Bone noted that the guideway columns appear to be narrower than those used in the Shanghai system. Mr. Chow explained that there will be significant differences in the Chinese system and our system because of the unique environment in Shanghai and the accelerated schedule that they chose.

Mr. Chow then described the design concepts for the stations. Mr. Bone inquired about the parking requirements at the stations. Mr. Chow stated that the numbers will range at each station between 5,000 and 10,000 spots. He added that the parking requirements may be less if there are intermodal transit connections developed at the stations. Mr. Robert Hernandez added that similar considerations were being made in the planning of the intermodal center in Anaheim.

Mr. Bone asked if there would be ticketing personnel on duty. Mr. Chow responded that this would depend on whether the stations would also serve as flyaway ticketing and check-in locations. Mr. Phil Klinkon, IBI Group, explained the configuration of the platforms within the station layout. Mr. Bone asked whether safety considerations were integrated in the layout. Mr. Chow responded that this was a generic layout and safety considerations would need to be assessed at a later time.

Ms. Christine Barnes inquired if others on the Task Force would be available for task force meetings in the summer.

## **6.2 Update on High-Speed Ground Access System Design**

Ms. Pria Hidisyan provided an update on the upcoming High-Speed Ground Access System Design project, including background on the scope of the project, selection of IBI Group as the prime on the contract, and the schedule for project initiation. Mr. Bates inquired whether this study would address the argument that is often made that linking airports, especially LAX, only increases demand at that airport. He stated that developing incentives would have to be an essential part of the plan. Ms. Hidisyan responded that this would in fact be a component of the Strategic Plan that will come out of the study.

Mr. Hernandez stated that there should be coordination between LAWA and the Maglev Task Force. Mr. Zahi Faranesh added that the airlines must also be involved in the planning, perhaps through a future JPA. Mr. Hernandez reaffirmed the importance of forming these partnerships in a timely manner. Mr. Greig Smith added that the City of Los Angeles has approved the formation of a JPA, and in the next couple of months it should be finalized. He added that Gloria Jeff, the new Director of LADOT, has ridden on Maglev and was impressed. Mr. Bone stated that perhaps a member of LAWA should be invited to sit on the Maglev Task Force. Mr. Bates reemphasized that all of these issues will need to be discussed, including incentives that will need to be built into the system, such as reduced tickets for Maglev, etc. Mr. Bone added that Metrolink has developed a similar ticket sharing program. Mr. Gene Daniels stated that encouraging the participation of LAWA on the Task Force would be valuable. Mr. Hernandez stated that he would be willing to be the representative from the Maglev Task Force on a working group or the Aviation Task Force. Mr. Faranesh stated that they meet once a month.

### **6.3 China's High-speed Connector Plans**

Mr. Zahi Faranesh provided an information update on the recently approved high-speed connector lines in China, including the 820-mile link from Shanghai to Beijing, using domestic steel-wheel high-speed rail, and the 100-mile extension of Shanghai's current Maglev line to the city of Hangzhou, using high-speed maglev. Mr. Bates inquired about the reason for using steel on steel for the Shanghai to Beijing line. Mr. Faranesh responded that the government is still planning to use both steel wheel and Maglev. Also, the government has decided to use domestically available technologies.

### **6.4 Shanghai Maglev Trip**

Mr. Zahi Faranesh provided an update on the Shanghai Maglev Trip. He stated that the official invitation from the National Maglev Transportation Engineering R&D Center (NMTC) in Shanghai, China was received by SCAG. The trip has been postponed from March to July. The Regional Council will be taking action on the trip at their next meeting. Mr. Gene Daniels asked how the delegation will be selected. Mr. Faranesh responded that previous direction from the Task Force was to select members from along the IOS, perhaps from Los Angeles, Ontario, San Gabriel Valley, SANBAG, members of the Task Force, etc. At this point, the members have not yet been decided. Mr. Bates stated that the focus should be on the cities along the IOS, thereby allowing delegates to experience the system and describe it to those in their jurisdictions. Mr. Faranesh added that additional individuals either from this task force or other would also be welcome to join at their expense.

Mr. Hernandez asked how we are impacted by the California High Speed Rail Authority. Mr. Faranesh provided background on the previous coordination between the CHSRA and SCAG. He stated that although they have chosen steel wheel technology, there are possibilities for future collaboration and system integration. New legislation was enacted removing the conflict over SCAG's plans for a Maglev system given that it is focused on inter-city rail, not inter-regional rail.

## **7.0 OPEN DISCUSSION**

Mr. Bone raised the need for developing a study that connects the IOS to Anaheim's ARTIC. Mr. Bates added that looking at a connection at the southern route may also be useful.

Mr. Bone also brought up the issue that was raised at TCC on the Maglev attendance. Mr. Daniels stated that when meetings are canceled it causes conflicts with making commitments to other meetings. Ms. Barnes inquired how many people were also on the Goods Movement Task Force. Mr. Bone explained that while a yearly meeting schedule is set up, if there are no substantive items on the agenda it makes sense to cancel the meetings accordingly. Mr. Smith mentioned that while the task force must remain functioning, the JPA will take over a lot of the needs for these meetings.

Mr. Daniels raised the issue that the Chairman of the task force has not chaired a meeting since her appointment. He inquired what the rules are for attendance. Mr. Bone added for the committees, the rule is that after three absences, they are notified to be removed, however the rule for task forces may be different. Mr. Bone asked Mr. Faranesh to return to the next meeting with the policy and procedure for such a situation. Ms. Barnes asked that we also look into what the Chair's current circumstances may be that preclude her from attending. Mr. Faranesh asked for clarification on whether the inquiry is on the Chair's attendance or that of the task force as a whole. Mr. Daniels stated that others have asked him about the situation and that it should be addressed.

## **8.0 CHAIR'S REPORT**

No Chair's Report.

## **9.0 NEXT MEETING**

May 11, 2006



**ATTENDANCE LIST  
(FROM SIGN-IN SHEETS)**

Members Present:

Hon. Lou Bone, Vice Chair	City of Tustin
Hon. Robert Hernandez	City of Anaheim
Hon. Frank Gurule	City of Cudahy
Hon. Gene Daniels	City of Paramount
Hon. Christine Barnes	City of La Palma
Mr. Ron Bates	Resident of Los Alamitos
Hon. Greig Smith	City of Los Angeles
* Hon. Alan Wapner	City of Ontario
* Hon. Lawrence Dale	City of Barstow
* Hon. Ron Roberts	City of Temecula

Guests:

Sharad Mulchand	MTA
Aileen Kennedy	Caltrans – District 12
David Chow	IBI Group
Paul Dyson	Burbank Transportation Commission
Don Kornreich	self
Carolyn Ramsay	Los Angeles Council District 4
Phil Klinkon	IBI Group
Alice Wiggins	Parsons Brinckerhoff
Shefa Bhuiyan	Caltrans District 8
Bart Reed	The Transit Coalition
John Lower	City of Anaheim
John Goodlett	Caltrans
* John Sullivan	City of Ontario

(\*Attended via videoconference)

SCAG Staff:

Zahi Faranesh  
Pria Hidisyan

# **M E M O**

## **ITEM 6.1**

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**To: Maglev Task Force Members**

**From: Pria Hidisyan, SCAG**

**Date: May 11, 2006**

**RE: Results of Alignment Design**

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### **SUMMARY:**

David Chow, IBI Group, will present on the results of the alignment design for the Initial Operating Segment (IOS).

### **BACKGROUND:**

Since August 2005, Lockheed Martin has led Phase 2 - Preliminary Engineering - of the Initial Operating Segment from West Los Angeles to Ontario Airport. Work is underway on this study, with an expected completion date in August 2006.

# MEMO

## ITEM 6.2

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**To:** Maglev Task Force Members  
**From:** Pria Hidisyan, SCAG  
**Date:** May 11, 2006  
**RE:** Maglev System Design Kickoff

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### **SUMMARY:**

David Chow, IBI Group, will present the work plan and schedule of the Maglev System Design study.

### **BACKGROUND:**

SCAG issued a Notice to Proceed to IBI Group on April 27, 2006 for the Maglev System Design study. The study will identify and develop a conceptual design for connecting the regional airports of Los Angeles International (LAX), March Inland Port (MIP), Ontario International (ONT), Palm Springs (PSP), Palmdale Regional (PMD), and San Bernardino International (SBD), and regional hubs in West Los Angeles, Union Station, and the San Gabriel Valley.

The study will be conducted in two phases and build on previous and current information. The first phase is anticipated to be conducted through June 2006. A comprehensive analysis of the contextual and methodological framework will be developed, including performance measures to assess the conceptual designs and can include capital requirements, maintenance and operational costs, identify ridership opportunities, alignments, station and parking facilities, ground access, transit linkages, and security considerations.

The second phase will continue through June 2007, and use the findings developed in the first phase to develop the conceptual design of the comprehensive system. A strategic plan will be formulated that addresses relevant institutional, legal and financing issues in order to set forth the business case for investments in the system.

# MEMO

## ITEM 6.3

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**To:** Maglev Task Force Members  
**From:** Zahi Faranesh, SCAG  
**Date:** May 11, 2006  
**RE:** High Speed Transit Joint Powers Authority (JPA)

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### **SUMMARY:**

The Transportation Committee of the City of Los Angeles approved a Motion (Smith-Greuel) on March 15, 2006 to direct the Chief Legislative Analyst to convene a task force to prepare a draft JPA document for the formation of technology-neutral high speed transit. The Transportation Committee's recommendation will be acted upon by the City Council.

### **BACKGROUND:**

On March 16, 2004, the Los Angeles City Council supported the City's interest in participating in the SCAG Joint Powers Authorities for high speed Maglev deployment, along with other actions with the City's financial match for the grant by the Federal Railroad Administration, and technical assistance on a Major Investment Study for the Initial Maglev Initial Operating Segment (IOS) to broaden the scope of the study to include other possible technologies.

On January 31, 2006, Councilmember Smith introduced a motion that would direct the Office of the Chief Legislative Analyst, to convene a task force that would include representatives from the Office of the Mayor, The Department of Transportation (LADOT), the Department of City Planning, the City Attorney, and the Los Angeles World Airport (LAWA), to prepare a draft JPA document for the purpose of regional planning and analysis relative to technology-neutral high speed rail transit. The JPA document will be shared with SCAG and other potential members of the JPA along the IOS. The motion states that it is critical that the City decide the roles and responsibilities of the JPA, as well as the implications of membership on such an entity.

# **M E M O**

## **ITEM 6.4**

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**To:** Maglev Task Force Members  
**From:** Zahi Faranesh, SCAG  
**Date:** May 11, 2006  
**RE:** Update on Shanghai Maglev Trip

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### **SUMMARY:**

Zahi Faranesh, SCAG, will provide a status update of the Shanghai Maglev trip, which has been postponed from March 2006 to July 2006. The official invitation from the National Maglev Transportation Engineering R&D Center (NMTC) in Shanghai, China was received by SCAG. The Regional Council was scheduled to take action on the trip during their May meeting.

### **BACKGROUND:**

On February 9, 2006, staff recommended a variety of funding options to send a delegation of five elected officials on a fact-finding trip to Shanghai in March 2006. Two SCAG staff members would accompany the delegation. The Task Force approved the recommendation of two of the proposed options to the Regional Council. With the first option, the SCAG delegation would pay their own airfare cost only (individually or paid by their agencies), and the travel expenses in Shanghai including hotels, meals, and incidentals costs would be paid by the National Maglev Transportation Engineering R&D Center (NMTC). With the second option, SCAG would pay for the delegation's airfare using residual funds from previous sponsorship and registration fees for SCAG events, and the NMTC would support all expenses in Shanghai. SCAG's legal counsel has been in the process of researching the possibility of accepting the invitation from the NMTC.